

DIVISION J - OTHER MATTERS  
TITLE I - MISCELLANEOUS PROVISIONS AND OFFSETS

Sec. 101. The conference agreement provides \$230,000,000 for the weatherization assistance program of the Department of Energy.

Sec. 102.

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The conferees have included a new general provision which amends section 1201(a) of Public Law 108-375.

Sec. 103 The conference agreement includes language in section 103 amending Public Law 108-335 the District of Columbia Appropriations Act, 2005 to allow the following: 1) permits the District of Columbia Department of Transportation to allocate funds from the rights-of-way fund for road, sidewalk, and alley repairs; 2) makes technical corrections to section 340(a) dealing with charter school lease guarantees; 3) repeals section 342(a) and (b) dealing with charter school conversions; 4) modifies section 342 (c) dealing with the leasing and acquisition of surplus property by charter schools; and 5) makes technical corrections to section 347 dealing with charter school contracting.

Section 104. The conferees include a new provision requiring the Coast Guard to transfer up to \$40,000,000 from the Rescue 21 project to the HH-65 re-engining project. The Rescue 21 project is experiencing significant delays due to software and technical difficulties. The HH-65 re-engining project is a critical safety issue. The Coast Guard has indicated that additional funding is required to accelerate the re-engining project and complete the work by the end of calendar year 2006. Bill language requires the Coast Guard to notify the House and Senate Committees on Appropriations 15 days prior to the transfer occurring.

Section 105. The conferees include a new provision extending the authorization of the National Pre-Disaster Mitigation program to December 31, 2005.

Section 106. The conferees include a new provision clarifying how funding shall be spent by the Transportation Security Administration's maritime and land security program in fiscal year 2005.

107

Sec. . The conference agreement includes the following technical correction to the Military Construction Appropriations Act, 2005:

Mississippi

Navy: Gulfport, Vehicle Maintenance Facility..... -4,350,000

Naval Reserve: Gulfport, Vehicle Maintenance Facility..... +4,350,000

108

The conferees agree to include a new general provision, section \_\_\_\_\_, which provides the Department of the Navy with \$2,000,000 to acquire an historic vessel, with Coast Guard registration number 225115.

Sec. 122. The conference agreement includes a 0.83 percent across-the-board rescission to discretionary budgetary resources provided in fiscal year 2005 regular appropriations Acts (except Defense, Military Construction, and Homeland Security), as well as to any previously enacted fiscal year 2005 advance appropriation and to any contract authority subject to limitation.

~~AMENDMENT BY CHAIRMAN STEVENS~~  
**TAPS Quality Bank**

NO BOLD

C/S

Congress has concerns regarding the Federal Energy Regulatory Commission Administrative Law Judge's decision dated August 31, 2004 in Docket No. OR89-2-017; Docket No. OR96-14-006; Docket No. OR98-24-002; Docket No. ISO3-137-001; Docket No. ISO3-141-001; Docket No. ISO3-142-001; Docket No. ISO3-143-001; Docket No. ISO3-144-001. Considering the specific equities of this case, the general importance of continued domestic refinery activity in order to protect national fuel supplies and the need to limit business uncertainty associated with the use of the Trans Alaska Pipeline System, Congress expects the Federal Energy Regulatory Commission to evaluate carefully the disputed Resid valuation and related retroactive Resid refund matter affecting the TAPS Quality Bank Adjustments. Except where the parties have otherwise stipulated, Congress is particularly concerned about the equity of assigning retroactive refunds beyond a term of 15 months.

☐ For purposes of this section, the term "TAPS Quality Bank Adjustments" means monetary adjustments paid by or to shippers of oil on the Trans Alaska Pipeline System through the operation of a quality bank to compensate for the value of the shippers' oil commingled in the pipeline.



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